

## INFORMATION REPORT

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1. Harbor installations extended within the town district of Stalingrad along the western bank of the Volga River. They served shipping on the Volga River which became very heavy after the war. At the southernmost end of the city was the Shipbuilding Yard Stalingrad South. On an island opposite the city was a repair yard. \* Traffic consisted of steamers and motor vessels of every type up to 2,000 tons and tow barges up to 3,000 tons. Goods arriving from Astrakhan included fish, automobile tires, rubber, sheet iron, oil, gasoline, and large quantities of very heavy dark green ores from Kazakhstan. Many of these commodities were sent on to Moscow. Grain arriving at a rate of 120 cars per day in 1948 was transferred into barges.
2. On the western bank of the Volga River, close to the southern end of the city and about 1,000 meters from the railroad line to Rostov, was a shipbuilding yard called Shipbuilding Yard Stalingrad South. This shipyard was allegedly in operation since 1930 and was seriously damaged during the war but reerected during the period from 1943 to 1945. The shipyard built tow barges up to 2,000 or 3,000 tons and tug boats powered by 1 or 2 500 HP Diesel-engines. One building housed oil pumps for Baku. Component parts for armored tanks, very similar to, but flatter than, T-34 tanks, were still made in another building in the fall of 1948. Chassis came from other plants. Armored tanks and ammunition, which according to Soviet workmen had been produced during the war, were no longer made and the necessary machinery was shipped to an undetermined destination in 1945. Electric current for the shipyard was supplied by the municipal power station about 3 km northwest of the shipyard. The shipyard was protected by a wooden fence and guarded by militiamen.
3. The shipyard on the island opposite the city and approximately opposite the Red Barricade Works was not referred to by a special designation. It was observed that nearly all vessels which arrived in the yard for repairs bore the inscription NVRP. However, it was not known whether this designation had something to do with the shipyard itself. The yard had suffered only comparatively little damage during the war and worked again at nearly full capacity as early as 1945. FWS believed that the shipyard was a branch of another larger shipyard on which it depended. It was managed by an engineer, who, like most of the other engineers and chief mechanics of the workshop, wore a kind of blue yachting uniform. In 1949, the labor force was an estimated 4,000 and still seemed to increase. The percentage of women and children was

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high. Work was done in two shifts from 7 a.m. to 7 p.m. and vice versa. There was no railroad spur. About 10 motor tracks and 10 tractors were available for traffic within the shipyard's premises. The shipyard repaired all kind of vessels, as well as steam engines and Diesel engines of every description and manufactured component parts for all kinds of engines. New, made items were usually shipped to other places. This shipyard has no fence and is guarded by only a few sentries. \*\*

25X1 [ ] Comment. For sketches of harbor installations and the two shipyards, see annexes 1, 2 and 3.

25X1 [ ] Comment. Newly made components are probably sent to the Southern Shipyard.

Annexes:

1. Harbor installations in Stalingrad with legend.
2. Shipyard Stalingrad South with Legend.
3. Shipyard on Island in Volga River opposite Stalingrad with Legend.

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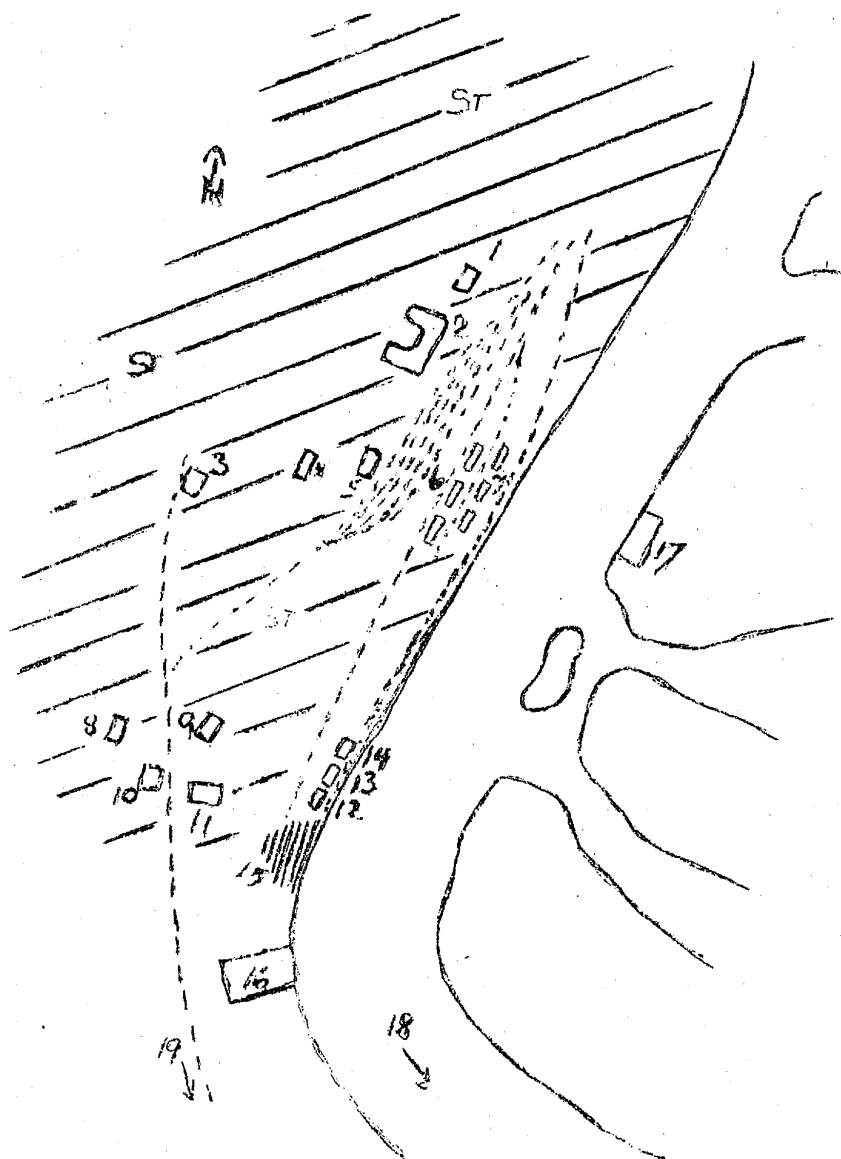
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Annex 1  
Page 1

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Harbor Installations in Stalingrad



Legend: See next page.

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Legend to Annex 1:

1. Apartment house.
2. Apartment house for 500 families. Engineers, technicians, workmen, called I.T.R.
3. Central station.
4. MVD building.
5. Station building at freight station with 6 tracks.
6. Three depot buildings under construction by NWBU in the spring of 1949. For dimensions, see paragraph 7 below.
7. Three new depot buildings, 100 x 13 x 6 meters, consisting of 3 parts, completed in April 1949, storing sugar, rubber, automobile tires and paper. In front of these buildings there is a quaywall, 1,000 meters long, which was built under supervision of a German engineer since 1945. Water depth was 15 meters. No landing piers were on the river bank, but there were a few landing pontoons. Two tracks serviced the depot building and a new one was under construction in the spring of 1949. On the quay there were six traveling cranes on rails, each with a capacity of 6 tons, two 15-ton floating cranes of American make and some small steam-operated floating cranes on pontoons.
8. Flour warehouse.
9. Wheat silo. A grain shipping plant was said to be located a few kilometers downstream from Stalingrad; the exact location is not indicated. Grain was transferred there from railroad cars into barges.
10. Power station.
11. Chemical works.
12. MPB sawmill.
13. Hermans sawmill.
14. Sawmill.
15. Lumber and coal dump.
16. Stalingrad southern shipyard.
17. Shipyard on island in Volga River.
18. Volga River.
19. Railroad line to Rostov.

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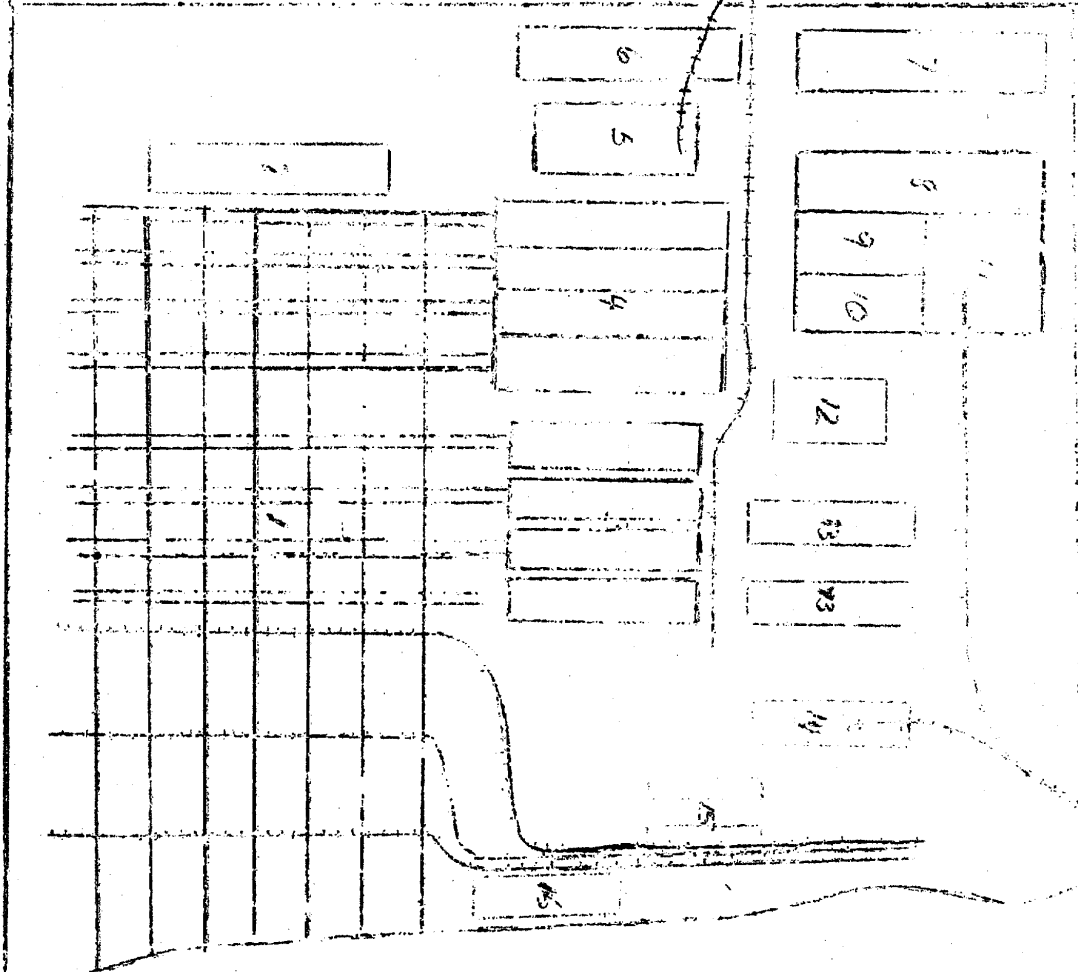
Annex 2  
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Shipyards Stalingrad South



Legend See  
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Legend to Annex 2:

Southern Shipbuilding Yard, extending about 2,000 meters in east-west and about 1,500 meters in a north-south direction.

1. Shipbuilding area with tracks for moving hulls in longitudinal and transverse directions and from slipways to water.
2. Power station for electric tractors moving hulls.
3. Four slipways having an estimated length of 300 meters with a capacity of eight cargo barges.
4. Four slipways for tugboats of which four were under construction simultaneously.
5. Workshop No 190, about 150 x 70 meters, where the bodies of tanks were manufactured and assembled. It was burned to PWs in the spring of 1949.
6. Workshop, about 200 x 50 meters, with sheet iron and plate cutters. Russian workmen said that cartridge cases were still lying about in the fall of 1948, however; the machines were removed in 1945.
7. Workshop No 100, about 200 x 60 meters for manufacture of oil pumps for Baku.
8. Plant with annealing furnaces for presses and rollers.
9. Plant for hardening and pressing armored plates which came by rail and were probably supplied by the Red October Works.
10. Sheet cutting shop.
11. Rolling mill about 8 to 11 x 200 x 175 meters with 2 or 3 rollers including a German-made cold roller.
12. Pattern making shop, about 50 x 25 meters.
13. Two workshops, about 50 meters apart, each about 100 x 25 meters, equipped with machines, including turning lathes for propeller shafts.
14. Car repair shop, about 80 x 50 meters, for requirements of the yard only.
15. Administration building and warehouse.
16. Filling and assembly shop and quayside berths for ships.

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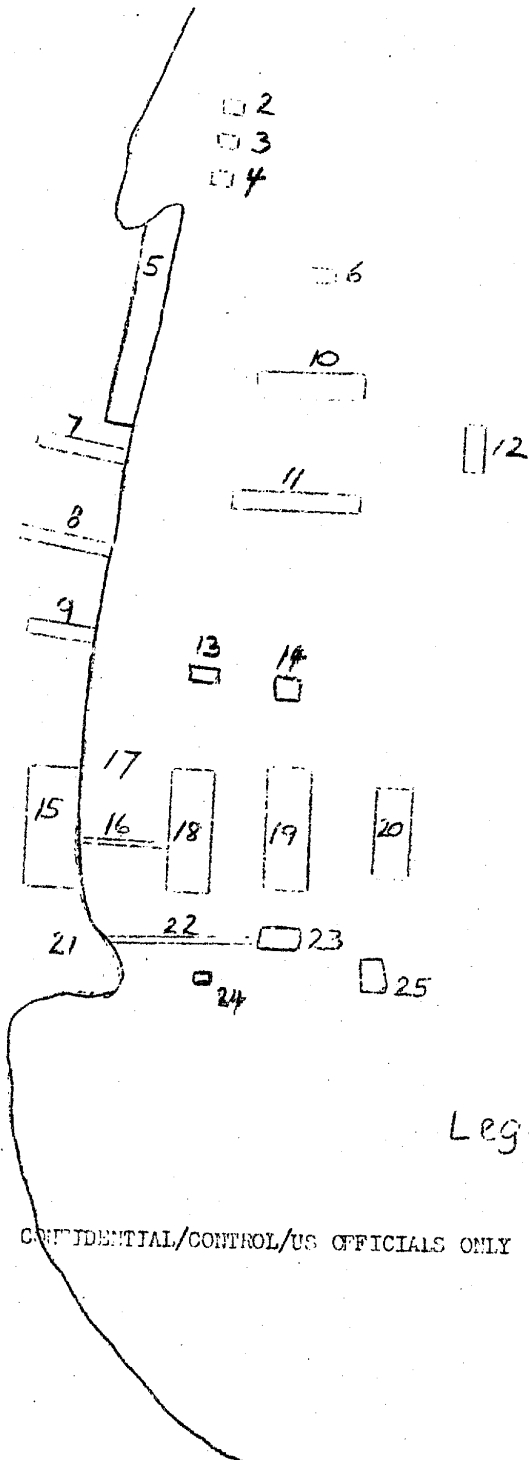
Annex 3

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Shipyard on Island in Volga River opposite Stalingrad



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Legend to Annex 3:

1. Volga River.
- 2 through 4. Administration buildings, about 15 x 12 x 10 meters, each two stories.
5. Reinforced concrete quay berths about 200 meters long and 10 meters wide above water. Concrete quay surface extends to buildings 3 and 11.
6. First-aid station and ambulance room, two-story building, about 20 x 15 x 10 meters.
7. Reinforced concrete landing pier, about 80 x 6 meters, 1 meter above water surface. Berths for ships under repair.
8. Identical to # 7.
9. Sixty meters long, otherwise identical to # 7.
10. Forge and locksmith's shop, about 80 x 25 x 10 meters, a brick building reinforced with iron and glazed roof, for finishing rough castings. Equipment includes 6 small coke furnaces, 5 electric hammers and 20 work benches, each fitted with an electric boring machine.
11. Foundry, about 100 x 15 x 10 meters, a brick building of reinforced concrete with glazed roof, for manufacture of toothed wheels, crankshafts, cylinders, and pistons. Equipment includes 2 casting furnaces, each with a capacity of 150 liters.
12. Forge, 40 x 15 x 15 meters, a brick building of reinforced concrete and glazed roof, for repairs to shipbuilding parts and manufacture of crankshafts, 5 meters long, and propeller shafts, 6 meters long and 300 mm in diameter. Equipped with 3 milling machines, 6 shaping planers, 3 electric forge hammers, 8 electrically heated forge hearths and 20 work benches.
13. Electric workshop, about 15 x 10 x 5 meters, for repairs to electric machines. Equipped with 4 armature-winding machines and several motor winders. A locksmith's shop in the building for shipyard's requirements.
14. Power station, about 20 x 20 x 15 meters, with 4 Diesel engines, 3 meters high and 4 meters wide, each fitted with a small electric starter and connected with a generator. Two units permanently in operation and 2 standing by thus insuring steady operation. They are the only source of power. The power station is the most vulnerable point in the shipyard.
15. A drydock or ship lift, about 100 x 50 x 20 meters, reinforced concrete construction with a system of electrically driven winches for drydocking vessels and fitted with wooden lock gates. Tugboats and steamers were seen in it.
16. Track for moving parts in need of repair from ships in the ship lift to workshop 18 by a crude oil locomotive.
17. Probably an open shipbuilding space which was described as a concrete area, 100 x 50 meters, sloping to the river bank.
18. Large workshop building, about 100 x 35 x 15 meters, brick building reinforced with iron and glazed roof, for the turning of propeller and crankshafts and turbine casings and the manufacture and assembly of marine turbines and marine Diesels. Also available were 12 turning lathes, each 10 meters long, of British and Italian origin.

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Legend to Annex 3, cont'd:

19. Identical with # 18.
20. Lathe shop, about 30 x 25 x 10 meters, for repairing machine parts. Ten lathes, each 5 meters long, were available for turning machined wheels.
21. Lumber landing for lumber sent down the Volga River.
22. Conveyor, 1.5 meters wide, for moving logs to the sawmill. Chain links were jagged, and the apparatus was powered by an electric motor.
23. Sawmill, a three-story wooden building, 30 x 20 x 10 meters, for cutting to shape boards, beams, planks to be used in repairing ships. Equipment included 2 full frame saws and 2 block bank saws from German Kirchner firm.
24. Administrative office of the sawmill.
25. Wood working and impregnating shop with 6 small and 1 very large planing machine, saws of different kinds, milling, grinding and boring machines, steam bending machines and 2 airtight impregnating boilers, each 20 meters long.

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